AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in this application:

LISTING OF CLAIMS:

1. (Previously Presented) A method for detecting the complete stop of a vehicle, the complete stop being detected as a function of one quantity representing braking force when the vehicle is braked and as a function of one of the vehicle's speed and the speed of at least one of the vehicle's wheels.

2. (Original) The method according to Claim 1, characterized in that the complete-stop detection is also carried out as a function of at least two speed thresholds, a first speed threshold (v1) and a second speed threshold (v2).

3. (Original) The method according to Claim 2, characterized in that the second speed threshold (v2) essentially corresponds to the speed below which the vehicle's speed can no longer be measured using the measuring method implemented in the vehicle.

4. (Original) The method according to Claim 2, characterized in that the second speed threshold (v2) is between 1.5 km/h and 3.0 km/h.

5. (Original) The method according to Claim 2, characterized in that the first speed threshold (v1) is established as a function of the vehicle's driving situation.

6. (Original) The method according to Claim 2, characterized in that the first speed threshold (v1) is selected in such a way that the vehicle's engine is uncoupled.

7. (Original) The method according to claim 2, characterized in that the first speed threshold (v1) is between 3.0 km/h and 6.0 km/h, preferably between 4.0 km/h and 5.0 km/h.

8. (Original) The method according to claim 2, characterized in that an average deceleration value (a) is generated from the difference between the first speed threshold (v1) and the second speed threshold (v2), as well as from the time period (t2-t1) in which the vehicle's speed (v) has a value between the first speed threshold (v1) and the second speed threshold (v2) during braking.

9. (Original) The method according to Claim 8, characterized in that a characteristic curve between vehicle deceleration (a) and quantity (pB) representing the braking force is selected as a function of the average deceleration value (a) and average value (pB) of the quantity representing the braking force during the time period (t2-t1) in which the vehicle's speed (v) has a value between first speed threshold (v1) and second speed threshold (v2) during braking.

10. (Original) The method according to Claim 9, characterized in that while the vehicle is traveling at a speed (v) below the second speed threshold (v2), the instantaneous vehicle deceleration (aH+β pB, βpB) is determined from the quantity (Pn) representing the braking force using the selected characteristic curve, and in that at least one of the quantities, complete-stop instant of the vehicle and complete-stop location of the vehicle, is determined using instantaneous deceleration (aH+β pB, βpB).

11. (Original) The method according to claim 1, in particular when the vehicle has a hydraulic brake, characterized in that braking pressure (pB) of the brake, of a hydraulic brake in particular, is the quantity representing the braking force.

12. (Original) The method according to Claim 11, characterized in that the characteristic curve between vehicle deceleration (af) and the braking pressure (PB) for a braking pressure (pB) up to 20 bar, in particular up to 10 bar, is selected so that the inclination of the roadway on which the vehicle is braking is an arbitrary parameter of a family of characteristics between vehicle deceleration (af) and braking pressure (PB).

13. (Original) The method according to claim 11, characterized in that for a braking pressure (pB) above 10 bar, in particular above 20 bar, the characteristic

curve between vehicle deceleration (af) and braking pressure (pB) is selected in such a way that the vehicle's mass is an arbitrary parameter of a family of characteristics between vehicle deceleration (af) and braking pressure (pB).

14. (Original) The method according to claim 8, characterized in that at least one of the values

- vehicle acceleration conditional upon the inclination of the roadway on which the vehicle is braking; and
- mass of the vehicle is determined as a function of the average deceleration value (a) and of the value of the quantity (pB) representing the braking force for the time period in which the vehicle's speed has a value between first speed threshold (v1) and second speed threshold (v2) during braking.

15. (Original) The method according to Claim 14, characterized in that starting the vehicle after a complete stop occurs as a function of at least one of the values

- vehicle acceleration conditional upon the inclination of the roadway on which the vehicle is braking; and
- mass of the vehicle.

Claims 16. (Canceled).

17. (Previously Presented) A method for detecting a complete stop of a vehicle, comprising the step of:

detecting the complete stop as a function of one quantity representing a braking force when the vehicle is braked and as a function of one of a vehicle speed and a speed of at least one vehicle wheel.

18. (Previously Presented) The method according to claim 17, wherein the complete stop is detected in the complete stop detecting step as a function of the one quantity representing the braking force when the vehicle is braked, as a function of the one of the vehicle speed and the speed of the at least one vehicle wheel and as a function of at least two speed thresholds.

19. (Previously Presented) The method according to claim 18, wherein the at least two speed thresholds includes a first speed threshold and a second speed threshold.

20. (Previously Presented) The method according to claim 19, wherein the second speed threshold substantially corresponds to a speed below which the vehicle speed can not be measuring in accordance with a measuring method performed by the vehicle.

21. (Previously Presented) The method according to claim 19, wherein the second speed threshold is between 1.5 km/h and 3.0 km/h.

22. (Previously Presented) The method according to claim 19, further comprising the step of establishing the first speed threshold as a function of a vehicle driving situation.

23. (Previously Presented) The method according to claim 19, further comprising the step of selecting the first speed threshold so that a vehicle engine is uncoupled.

24. (Previously Presented) The method according to claim 19, wherein the first speed threshold is between 3.0 km/h and 6.0 km/h.

25. (Previously Presented) The method according to claim 19, wherein the first speed threshold is between 4.0 km/h and 5.0 km/h.

26. (Previously Presented) The method according to claim 19, further comprising the step of generating an average deceleration value from a difference between the first speed threshold and the second speed threshold and from a time period in which the vehicle speed has a value between the first speed threshold and the second speed threshold during braking.

27. (Previously Presented) The method according to claim 26, further comprising the step of selecting a characteristic curve between a vehicle deceleration and the quantity representing the braking force as a function of the average deceleration value and an average value of the quantity representing the braking force during the time period in which the vehicle speed has a value between the first speed threshold and the second speed threshold during braking.

28. (Previously Presented) The method according to claim 27, further comprising the steps of:

determining, while the vehicle is traveling at a speed below the second speed threshold, an instantaneous vehicle deceleration from the quantity representing the braking force using the characteristic curve selected in the characteristic curve selecting step; and

determining a complete-stop instant of the vehicle and a complete-stop location of the vehicle in accordance with the instantaneous deceleration.

29. (Previously Presented) The method according to claim 17, wherein the vehicle includes a hydraulic brake, the quantity representing the braking force including a braking pressure of the brake.

30. (Previously Presented) The method according to claim 27, wherein the vehicle includes a hydraulic brake, the quantity representing the braking force including a braking pressure of the brake, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure for a braking pressure up to 20 bar so that an inclination of a roadway on which the vehicle is braking is an arbitrary parameter of a family of characteristics between the vehicle deceleration and the braking pressure.

31. (Previously Presented) The method according to claim 27, wherein the vehicle includes a hydraulic brake, the quantity representing the braking force including a braking pressure of the brake, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure for a braking pressure up to 10 bar so that an inclination of a roadway on

which the vehicle is braking is an arbitrary parameter of a family of characteristics between the vehicle deceleration and the braking pressure.

32. (Previously Presented) The method according to claim 30, wherein, for a braking pressure above 10 bar, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure so that a vehicle mass is an arbitrary parameter of a family of characteristics between the vehicle deceleration of the braking pressure.

33. (Previously Presented) The method according to claim 30, wherein, for a braking pressure above 20 bar, the characteristic curve is selected in the characteristic curve selecting step between the vehicle deceleration and the braking pressure so that a vehicle mass is an arbitrary parameter of a family of characteristics between the vehicle deceleration of the braking pressure.

34. (Previously Presented) The method according to claim 26, further comprising the step of determining, as a function of the average deceleration value and a value of the quantity representing the braking force of the time period in which the vehicle speed has a value between the first speed threshold and the second speed threshold during braking, at least one of vehicle acceleration conditional upon an inclination of a roadway on which the vehicle is braking and a mass of the vehicle.

35. (Previously Presented) The method according to claim 34, further comprising the step of starting the vehicle after a complete stop occurs as a function of at least one of the vehicle acceleration conditional upon the inclination of the roadway on which the vehicle is braking and the mass of the vehicle.

Claim 36. (Canceled).